

# The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES. No. 1200. 日三月三日五十二緒光

TUESDAY, MAY 2, 1899.

二拜禮

號二月五英港香

THIRTY DOLLARS  
PER ANNUM.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.

SUBSCRIBED CAPITAL ..... Yen 13,000,000  
PAID-UP CAPITAL ..... 10,500,000  
RESERVE FUND ..... 7,300,000

Head Office—YOKOHAMA.

Branches and Agencies—  
KOBE, NEW YORK,  
LONDON, LYONS,  
SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI.

LONDON BANKERS—  
THE LONDON JOINT STOCK BANK, LTD.,  
PARKS' BANK, LTD.,  
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED  
On Current Account at the rate of 2 per cent  
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent  
6% 4%  
5% 3%  
4% 3%

S. CHOI,  
Agent.

Hongkong, 7th April, 1899.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
R. M. GRAY, Esq., Chairman;  
N. A. STEERS, Esq., Deputy Chairman;  
The Hon. J. J. Bell-Irving;

E. Goetz, Esq.; A. McComachie, Esq.;  
E. Shellim, Esq.; A. J. Raymond, Esq.;  
A. Haupt, Esq.; P. Sachse, Esq.;  
R. Hill, Esq.

CHIEF MANAGER:  
Hongkong, T. JACKSON, Esq.

MANAGERS:  
Shanghai, J. P. WADE GARDNER, Esq.;  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED;  
HONGKONG INTEREST ALLOWED  
On Current Account at the rate of 2 per cent  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent per Annum;  
For 6 months, 3 per cent per Annum;  
For 12 months, 4 per cent per Annum;  
T. JACKSON,  
Chief Manager.

Hongkong, 12th April, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 5½ PER  
CENT per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
T. JACKSON,  
Chief Manager.

Hongkong, 1st August, 1899.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853;  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000  
RESERVE FUND ..... £150,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the rate of 2½ per cent per  
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent;  
6% 3%  
5% 3%

T. H. WHITEHEAD,  
Manager, Hongkong.

Hongkong, 24th May, 1899.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai, Taels.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 3,500,000

Head Office—SHANGHAI.

Branches and Agencies—  
CANTON, HANKOW,  
CHEFOO, PEKING,  
CHINKiang, SWATOW,  
FOOCHEW, THENTSI.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:  
3½ per cent per annum on Fixed Deposits for 3 months.

4% 6%  
5% 12%  
6% 12%  
7% 14%  
8% 16%  
9% 18%  
10% 20%  
11% 22%  
12% 24%  
13% 26%  
14% 28%  
15% 30%  
16% 32%  
17% 34%  
18% 36%  
19% 38%  
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88% 176%  
89% 178%  
90% 180%  
91% 182%  
92% 184%  
93% 186%  
94% 188%  
95% 190%  
96% 192%  
97% 194%  
98% 196%  
99% 198%  
100% 200%

E. W. RUTTER,  
Acting Manager.

Hongkong, 15th October, 1898.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000

Paid up Capital ..... £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—

E. Burnie, Esq.; D. Gillies, Esq.

Chan Kit Shun, Esq.; Kwan Hoi Chuen, Esq.

Chow Tong Shang, Esq.; J. T. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed

Hongkong, 24th March, 1898.

## Entimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

TO	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Cyprus	C. L. Daniel	About 5th May	Freight or Passage
SHANGHAI	Chusan	E. Street	About 12th May	Freight or Passage
LONDON, &c.	Cormandel	C. C. Talbot	Noon, 13th May	Freight or Passage
JAPAN	Rohilla	Side B. Lockyer, R. N. R. M.	13th May	Freight or Passage

Passing through the Island sea. See Special Advertisement.

For further particulars apply to

H. A. REFOIE, Superintendent.

Hongkong, 1st May, 1899.

## BITTERS.

Angostura Bitters

Bokers

Telephone 75.

Peach Bitters

Ancier d'Or (Liquor)

Daniela

Orange

C. O. Q. (Cocktail bitters)

Bomeranzen (phials)

CALDBECK, MACGREGOR & CO.,  
HIVE LEAD SPIRIT MERCHANTS.

15, Queen's Road,

Hongkong, 2nd May, 1899.

15

On Monthly Terms from 1st May, 1899.

BOARD

AND

RESIDENCE.

On Monthly Terms from 1st May, 1899.

HONGKONG HOTEL.

15

On Monthly Terms from 1st May, 1899.

JUBILEE

PILSENER BEER

PER CASE OF 1 DOZ. QUARTS

OR

8 DOZ. PINTS ..... \$13.00

SOLE AGENTS.

H. PRICE & CO.,

12, QUEEN'S ROAD.

20

THE CLUB HOTEL,  
LIMITED.

6

Ne. 3-B, CYND, YOKOHAMA.

FIRST-CLASS HOTEL—Centrally situate, well-furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the comfort of visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897.

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W. POWELL & CO.

Ex. S.S. "SHANGHAI"

NEW STOCK OF LADIES

TRIMMED & UNTRIMMED MILLINERY.

NEW FLOWERS, FEATHERS, LACES, RIBBONS, &c.

Hongkong, 16th March, 1899.

[37]

## Entimations.

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT,

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

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# THE HONGKONG TELEGRAPH, TUESDAY, MAY 2, 1890.

defendant, I searched third defendant's pockets; I found no jewelry nor silver ornaments. I did not find a gold dollar, nor 8 silver buttons; only four cartridges. That place was a battlefield, there were no houses near. I am sure third defendant was not arrested near a house. I was fighting with the man and took him before the Adjutant so I cannot mistake him.

Sayed Ahmed, sworn stated, I am a Private in the Hongkong Regiment, No. 1388. On 17th April, I was near Taipoli at 5 p.m. there was fighting near a pass. I saw third defendant about a hundred paces up the hill, he was above me standing on a rock. He had a foreign made pistol. Ghulistan caught third defendant; he defendant had fired at him twice. We took the defendant before the Adjutant with his revolver. Six or seven cartridges were found on third defendant; I can't remember exactly how many. I am certain third defendant is the man I saw on the rock.

First, second and fourth defendants had no questions to put.

By Mr. Gedge.—Third defendant fired at Ghulistan, who said that he was an enemy, and this drew my attention to him. He fired from eleven or twelve paces. I was going up hill. I was a little distance from the track. The rock was to the right, higher up than we were. I had to look up to see the third defendant. Twin Khan and Sayed Ahmed threw defendant down. The houses were very far away. Third defendant was not arrested near a house. Ghulistan was mistaken in saying that we were going down hill when we caught defendant. I saw the cartridges taken from him and nothing else. I did not examine the revolver. None of us fired it.

Havildar Jemaha Khan sworn stated, I am a Havildar in the Hongkong Regiment, No. 581. On 17th April I was at a Pass near Taipoli at about 5 p.m. There was fighting going on. The first defendant was there walking towards me with a pistol and a knife. He fired at me. He had some eighty Chinamen behind him on the hillside. They had two long guns and two pistols. The knife first defendant had was as long as my arm. He fell down and his cap fell off. I seized him by the wrist. A Chinaman came up, first defendant spoke to him and the Chinaman fired at me twice. The Chinaman took away the revolver which had fallen on the ground. I took the first defendant prisoner and took him with his sword to the adjutant. When I called out the 80 men rushed at me and both parties fired. First defendant was wearing the hat produced (a hat with a tassel and gold button, Exhibit A).

Mr. Gedge then notified the Magistrate that he was instructed to defend the 1st and 2nd defendants also and wished to reserve the cross examination of the last witness. The case was then remanded until Thursday next at 2.15 p.m.

## AFFAIRS IN THE PHILIPPINES.

MANILA, April 25th.

The insurgent war is still on, says the Manila *American*, and as the hospital boats steamed up the river Sunday night from the captain of the port's office, they bore the true facts and told the tale, for their precious freight aboard consisted of the bodies of seven dead and forty-three wounded; all were members of either the 4th cavalry, the Nebraska or Iowa regiments, who encountered the insurgents, ambushed in strong force at the two forks of the river and about four miles due east of Malolos.

The following are the facts gleaned from a major who was through the encounter:

Three troops of the 4th cavalry, who were in the flying column, went out opposite the above place, were suddenly attacked. Major Bell, who was in charge at the time, was reading his dispatches by the light of matches struck by his courier, when the enemy suddenly opened fire, and a half a bullet was the reception tendered from three sides. The fire was returned by the cavalry, when the Nebrascans came to their relief, but not before a few were wounded and the insurgents had captured one of their brave comrades who was at once carried within the insurgent lines?

Many were the surprises, and anger burned deep in the hearts of the Nebrascans when at 11 o'clock it was whispered down the line that Colonel Strotenzwey was dead, pierced by three Mauser bullets, and that close in death beside him was lying the body of Lieutenant Sisson, mortally wounded, and who expired before he reached the city. The firing became more deadly as every man made every bullet count.

The fight was now general, and it was day-light when the Iowas came up to reinforce the cavalry and Nebrascans. The battle raged fiercely all the morning until noon, when the insurgent force, which had strongly entrenched itself, was forced to retreat with heavy loss.

GENERAL LAWTON, MOVING NORTH.

Major-General Lawton with his expedition to the north arrived Sunday morning in Novo Lichies, meeting with little or no resistance since they left La Union. During the march between these two points, many men fell out of line on account of exhaustion. Yesterday another advance was made to Norzagaray, fifteen miles farther north. This is the city where Aguinaldo is now supposed to be, and where the last desperate stand by him is supposed to be made.

FIGHTING YESTERDAY NEAR SANTA MARIE.

The north line was again the scene of action yesterday along the Iowa and the Minnesota line. It seems the insurgents had come in during the night and under cover of darkness dug trenches for making a stand between Malolos and Santa Marie.

While the engagement lasted, about three hours, only four of the American forces were wounded slightly. But up to a late hour last night they had not been brought to the city, hence it was impossible to learn their names or the particulars of the engagement.

THE ADVANCE ON CALUMPT.

MANILA, April 26th.

Major-General MacArthur's lines were again busy Monday afternoon and night, the firing extending all along the front of the Montana, South Dakota, and Nebraska regiments while one battalion of the Iowa was twice engaged.

The advance movement being made on Calumpt was continued, but up to yesterday noon that city was still in the hands of the rebels, who made several desperate stands in all three engagements. Yesterday all was reported quiet, only slight desultory firing being done.

The insurgent loss is figured at 80 killed and double that number wounded, while the American loss was five or six killed and twenty-two wounded. The killed and wounded were brought to the city yesterday at one o'clock by train, and were conveyed to the hospital on the launch *Verde York*.

LAWTON'S COLUMN STILL MOVING NORTH.

Major-General Lawton is still advancing on to Norzagaray, which is supposed to be Aguinaldo's stronghold. Up to noon yesterday he had advanced 11 miles beyond Novo Lichies, and was nearing San Jose, the advance being slightly retarded by the insur-

## WRECK OF THE "CASTILIAN."

### PASSENGERS' VIVID DESCRIPTIONS OF THE SCENE.

A number of the passengers from the ill-fated Allan steamer *Castilian* arrived at Liverpool on March 25th, by the *Vancouver*, of the Dominion Line, which left Halifax on the 14th inst.

The *Castilian* was on her return maiden voyage from Halifax to Liverpool, when, from some unexplained cause, she got out of her course, and on the 22nd inst., at three a.m., ran on to the Gannett Rock, in the Bay of Fundy, New Brunswick Coast, and became a total wreck. Fortunately, there was no loss of life among the passengers or crew. The *Castilian* was a vessel of about 8,000 tons net register.

Lieut.-Col. MacLean, of the Duke of York's Royal Canadian Hussars, Montreal, being interviewed, stated that the weather was clear when they struck the Gannett Rock, but there was a strong current running up the Bay of Fundy. The *Castilian* was so firmly embedded on the rock that, although the tide rose and fell, she remained fast. Everything was orderly on board.

Immediately the captain found out what had happened he sent out a boat fully manned with the object of ascertaining their position, which was not known. These men got ashore at a place where fortunately they could telephone to Yarmouth, a town about 15 miles away, from which two tugs and one small steamer were dispatched.

In the meantime the *Castilian* commenced to slip into the water, owing to the action of the tide and the gale. It was then seen they were in great peril, and the water gradually gained in the ship and extinguished the fires.

The grain, of which they had an immense quantity on board, commenced to swell, and this subsequently caused the vessel to break and crack. The noise made by this was very terrifying, and while it lasted there was considerable amount of excitement among the passengers.

He had heard it said that if the authorities in Halifax had acted promptly the ship might have been saved, but it was understood that some confusion had arisen at Halifax, and a report got abroad, that the ship had already gone or was fast going to pieces, and could not be saved. The passengers were all landed safely without any accident. They lost none of their effects.

### SINGING THE DOXOLOGY.

Mr. Fred Fowler, an exporter of Montreal, describing the scene on board, said: "The Rev. Lord Archibald Douglas, a Roman Catholic priest, held two services on board, which were attended by Catholics and Protestants alike. The grain swelling caused the deck to spring, and the wooden casing surrounding the steering-ford which passes through the music-room and saloon burst right out with the pressure. The ladies were very nervous, and more so when the post in the music-room was bent and broke the table around it.

"When a rocket was fired from the approaching rescue tug such a cheer went up as I never heard in my life. Then we all went down on our knees on deck and sang the Doxology in thanksgiving together. It was indeed a moving scene, and many of us were overcome with joy."

### BANGKOK TRADE.

The customs returns for 1889 show an export trade of \$36,430,631, and an import trade of nine million dollars less, the total trade showing an increase of 43 millions. Rice exports show a large increase, amounting to 27 millions; and tea shows a decrease. Bullocks to Siam, transported from Shatin. From this place to Taipoli iron wire, about half an inch in diameter, which was erected, and as some of the bays were from hillside to hillside across deep gullies and valleys, the transport of the wire alone was no light undertaking. From a nautical point of view the men are all agreed that the country through which they went was all that could be desired, but when it came to making holes for the poles, then the beauty greatly depreciated, as rocks made fine landscapes but are very intricate to pick and shovel. Forests also lend enchantment to the view, but are most disastrous to the efficient working of a telephone circuit, so paths had to be cut through them, the trees coming in very handily for poles. For the first few days coolies could not be prevailed upon to assist so great was their distrust, but as soon as it became known that they actually got from 30 to 40 cents a day, the supply became rather too copious. We are most pleased to be able to give a word of praise to the native sappers, who throughout behaved in a most satisfactory manner, working chearfully and well under the guidance of the Europeans.

At Shatin Police Station an intermediate set of instruments was established, so that now the Central Police Station, and Headquarters are in direct circuit with the two most important points in the hinterland. The men arrived at Wellington barracks last Sunday morning, and despite their ragged and wear-worn appearance, shaving being a luxury not to be thought of, were accorded a good welcome in the form of a substantial repast. Before the men were dismissed Capt. Des Voeux, in a few well-chosen words, gave them great praise for the manner in which they had conducted themselves and, as a reward, said that Monday would be a holiday.

## A SMART PIECE OF WORK IN THE HINTERLAND.

During last week a detachment of the Royal Engineers was engaged erecting a telephone line from Taipoli to Hongkong Police Station, which is already in communication with the Central Police Station, and, as early communication of a disturbance of the utmost importance to the Military Authorities, the work had to be carried out in the shortest possible time consistent with the good work man ship. It will be remembered that we reported the departure of six specially-trained sepoys under the superintendence of Sergt. Conway and Corp. Wareham, 40 Europeans of the 25th Co., R.E., and 20 Native Submariner Miners last Sunday, the whole detachment being under the command of Capt. Des Voeux, R.E. assisted by Lt. Rundell, R.E.

Although on paper the amount of work done does not appear to entail any vast amount of extra labour and hardship, it is only when they struck the Gannett Rock, but there was a strong current running up the Bay of Fundy. The *Castilian* was so firmly embedded on the rock that, although the tide rose and fell, she remained fast. Everything was orderly on board.

L. Rundell, who is a fluent Chinese linguist, had been through the country and had decided on the route that the line would have to take. This in itself is no easy matter, as so many minor details, as transport, length of bay, ground have all to be carefully considered and weighed before any one route can be finally adopted, and many times it must have been a case of "between two evils choose the less," and great credit is due to Lt. Rundell that the work was so expeditiously and thoroughly carried out.

The line is from Hongkong to Kowloon Pass, a length of from fourteen to fifteen miles inland. From Hongkong to Kowloon Pass was erected under the supervision of the Public Works Department, who employed their own coolies. The remainder had to be put up by the soldiers with whatever coolie labour was to be had at the villages through which they passed.

It had heard it said that if the authorities in Halifax had acted promptly the ship might have been saved, but it was understood that some confusion had arisen at Halifax, and a report got abroad, that the ship had already gone or was fast going to pieces, and could not be saved. The passengers were all landed safely without any accident. They lost none of their effects.

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THE DISASTER IN THE CHANNEL.

(By German Mail.)—

### EXCURSION STEAMER WRECKED ON THE CASQUETS.

VESSEL BLOWN UP IN TERRIBLE SCENES.

One of the most terrible disasters that have occurred in the English Channel took place quite recently. The London and South-Western Railway Company's steamship *Stella*, bound from Southampton to Guernsey and Jersey during a thick fog, struck the Black Rock near the Casquets, a few miles off Alderney, and foundered within twelve minutes. Six of the boats were launched, and as the last of them left the wreck the boilers exploded, and the ship went to pieces and sank with the Captain and about fifty of the passengers and crew on board. One of the boats capsized, but the occupants of the other five, after drifting about all night, were sighted by passing vessels and saved. Owing to many of the passengers being excursionists, it is difficult to arrive at a definite estimate; but it is believed that between 70 and 100 persons have lost their lives.

### THE STORY OF THE WRECK.

The *Stella* is one of the well-known fleet of passenger steamers belonging to the South-Western Railway engaged in the service between Southampton and Guernsey and Jersey. For the convenience of holiday-makers the company had arranged for the *Stella* to make an extra daylight trip to and from the Channel Islands, and a large number of holiday-makers availed themselves of the opportunity. A special train left London at five minutes to nine on Thursday morning, and the *Stella* steamed out from the docks at a quarter past eleven with a full passenger list. The *Stella* was commanded by Captain Reeks, one of the ablest officers in the company's service.

All went well until late in the afternoon. The sea was comparatively calm throughout the passage, but there was some mist which, as the outer islands were approached, showed signs of developing into fog. About half-past three o'clock the fog settled down in earnest. Captain Reeks, however, concluded from his long experience that the fog was merely in banks, as is often the case in this part of the Channel, and he decided to run his ship quickly through it. This was done, but the fog rapidly increased in density, and Captain Reeks found that he had lost his bearings. In another moment, even before speed could be slackened, the Casquets loomed dark and menacing on the port side and the *Stella* ran headlong

### ON THE ROCKS.

There was a shout of warning from the lookout men in the bows, a rushing of seamen forward, the sounding of the telegraph bell in the engine room, and then a jerk, a jar, and the sound of metal and woodwork being torn from their fastenings. The *Stella* was passing over the jagged rocks at full speed, and her side was being ripped open as though it had been made of matchwood, so complete was the destruction. The damp fog had caused a good many passengers to seek the comfortable shelter of the saloon. All felt the shock of the vessel's impact and rushed to the deck in wild alarm. Men clasped wives or daughters, friends clasped hands, and all looked up to the bridge, where stood Captain Reeks; but there was, in truth, no panic from first to last.

Captain Reeks from the bridge gave the order to get out the boats, and instantly the seamen were working strenuously and quietly, and some of the passengers lent willing aid. All the passengers had provided themselves with life-belts, and stood quietly if anxiously waiting for orders. The boats were lowered, and men and children were ordered to get in first. They were already standing ready. Pathetic farewells had been taken, and there was much quiet weeping and sobbing, but still no rush or hesitation. Hence the boats were loaded and lowered in a speedy and workman-like manner.

### THE CAPTAIN'S LAST ORDER.

Within ten minutes, or even less, as some say the boats with all the women and children, and with just sufficient seamen to navigate and work them, were well clear of the sinking ship, and they soon disappeared in the fog. Two other boats and two collapsible boats had been lowered, and lay alongside awaiting the captain's next order. It was now as near as could be judged twelve minutes from the first contact with the rocks. The *Stella* was settling rapidly, but the bulkheads had so far prevented the sea from rushing into the engine room and stoke-holds. No time was to be lost now, and Captain Reeks gave his last order, "Let the men look out for themselves." Meantime, looking out for themselves, the men dashed into the boats, and the ship was soon tilted and pulling away from the scene of the disaster.

### THE CATASTROPHE.

They had not proceeded far when the final catastrophe came. The remaining bulkheads gave way before the enormous pressure, the water broke into the engine room and stoke-holds, the boilers burst with a terrific sound, the steamer was torn in halves, and foundered in deep water. The officers and crew had worked like slaves to get all the boats out, but the time had not been sufficient to lower more than the six already mentioned. Many passengers, probably more than fifty, remained on deck when the last boat sheered off, and with the captain still on the bridge they all went down with the ship. Most of them must have been overwhelmed in the shattered remnants of the steamer. A few jumped clear as the ship went down, and with the aid of life-belts and deck-scabs and other floating wreckage kept themselves afloat. A few were taken into boats already somewhat overloaded, but most of them perished, being swept by the swift current and tide far away from the scene of the disaster.

### EXPLORATION IN THE BOATS.

One of the boats, believed to be a collapsible craft, was found to be overloaded to a dangerous extent almost before she got clear of the steamer, but it was then too late to remedy the evil. As the ship foundered, this boat was generally known as the price was 2 cents per egg, which was afterwards reduced to 1 cent as the Chinese lost their fear and distrust of the troops. By some slight error in judgement the soldiers landed about two miles from Shatin, where they had to commence operations, and as no sampans could be got to be had a landing had to be effected by wading 200 or 300 yards knee deep in the water, carrying men and heavy stores to the shore. Even when this was done their work had not finished, as the camp had to be pitched and the tents erected, and an army of 500 coolies were brought in to help. The soldiers, the Chinese, were very friendly with the natives when it became known that the eggs, etc., were not paid for and not stolen as they had been led to expect; but when the soldiers had worked so hard to

**Intimations.**

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU	SEATTLE, WASH., U.S.A., via CHINA, JAPAN AND VICTORIA B.C.	THURSDAY, 4th May, at 1 P.M.
W. Brady	KOBE, YOKOHAMA & VICTORIA B.C.	
TAMIA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SWAN	THURSDAY, 4th May, at 4 P.M.
J. W. Wade		
SAGAMI MARU	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, CHILOO, CHU-	THURSDAY, 11th May, at 4 P.M.
J. Nagao	MIKO and NAGASAKI	
MIKI MARU	KOBE and YOKOHAMA	SATURDAY, 13th May, at 1 P.M.
S. KAWAHITO		
YAMAGUCHI MARU	ABIMBAY, via SINGAPORE and COLOMBO	TUESDAY, 16th May, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 1st May, 1899.

DR. KNORR'S  
ANTIPYRINE

Patented  
1. 1000 B.R. 576.  
In Powder and Crystals, also in Drops of 5 grains each soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN  
(Registered Trade Marks)

SOLUBLE CASEIN SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA  
RECEIve OF SPURIOUS CHINESE CLOTHES

134

Shipping  
STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"NINGPO."

Captain Phillips will be despatched as above on THURSDAY, the 11th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st May, 1899.

[599a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"CATANIA."

Captain Muller will be despatched as above on or about the 4th May.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 21st April, 1899.

[472a]

FOR NEWCHWANG (DIRECT).

THE Steamship

"BUCEPHALUS."

Captain Robinson will be despatched as above on or about FRIDAY, the 5th May.

For Freight, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 29th April, 1899.

[586a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON."

Captain Grier will be despatched on SATURDAY, the 6th May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 25th April, 1899.

[593a]

THE OSAKA SHOSEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSU.

THE Steamship

"SUMIDAGAWA MARU."

Captain S. Namekata will be despatched for the above ports on SUNDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 1st May, 1899.

[441a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIEN TSIN (DIRECT).

THE Company's Steamship

"KWEI YANG."

Captain Outerbridge will be despatched as above on TUESDAY, the 16th May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 24th April, 1899.

[558a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"VORTIGERN."

Captain Fairweather will be despatched for the above port, on or about the 27th May.

For Freight, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 21st April, 1899.

[546a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLAUCUS."

Captain Barwise will be despatched as above on TUESDAY, the 23rd May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 24th April, 1899.

[561a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"VORTIGERN."

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For Freight, apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 21st April, 1899.

[546a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"KWEI YANG."

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For Freight, apply to

BUTTERFIELD & SWIRE,  
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Hongkong, 24th April, 1899.

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THE Steamship

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[546a]

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Hongkong, 21st April, 1899.

[546a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"VORTIGERN."

Captain